GRUMMAN
plane news

Vol. 38, No. 22, November 30, 1979, Bethpage, N.Y.

Guaranteed fund rate increased
- pg. 3

Earnings up in 3rd period
- pg. 3

17 hit 100% in U.W. drive
- pg. 3

On target. *An F-14 Tomcat completes a successful operational mission as it fires a Sparrow missile high above the missile test range near the Roosevelt Roads Naval Air Station in Puerto Rico. This aircraft, which is off the carrier* The Nimitz, *is part of the Jolly Roger squadron. For other Tomcat-related stories, see pages 2 and 4 to learn about the special F-14 on loan to NASA and about F-14 missile testing at Point Mugu, California where the day-to-day operations revolve around this plane. (Photo by Gerry Costello)*

Tomcat tests

NASA flies loaned F-14

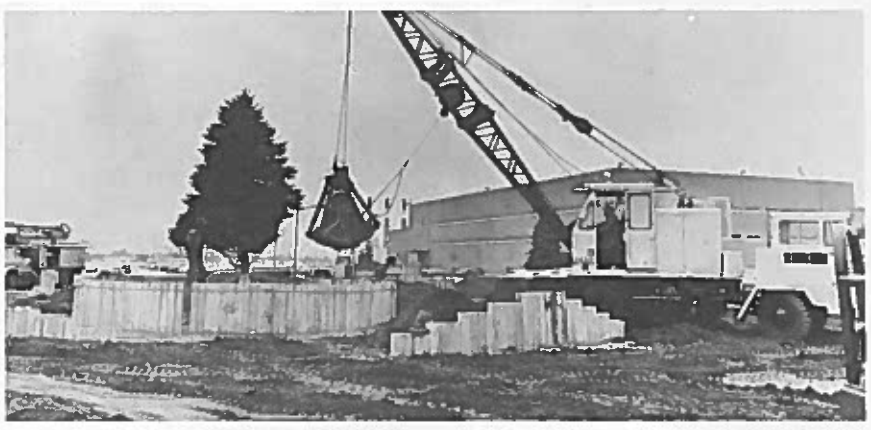
The Naval Air Systems Command has loaned a Grumman F-14 Tomcat to NASA's Dryden Flight Research Center in California, to be used in a joint NASA-Navy research program.

This Tomcat will be used in NASA's inflight research on current high-speed military aircraft. Included in the F-14 program is an in-flight assessment of a new control system concept developed by NASA. Grumman implemented the new concept of integrating the aileron and rudder controls which are usually separate, and tested the system at Calverton this summer.

NASA Dryden is currently operating two USAF F-15 fighters and Dryden pilots have flown the YF-17, the prototype of the new F/A-18 Navy multi-mission aircraft.

Data from the program will be used to aid in the design of future high-speed aircraft. Preliminary planning is currently underway to determine the potential of expanding the program to include propulsion research, an investigation of the effects of external stores and other areas of common Navy-NASA interest.

Safety and beauty first



Safety and beauty. Those two items have been steadily on the minds of at least two departments in the past four months — Facilities Engineering and Facilities Maintenance.

For Grummanites at Bethpage and visitors to that location, it has been obvious that ground crews have been busily laying sod and planting trees and shrubs. Their efforts on behalf of this phase of the beautification program which began in August are very visible; red and yellow mums and other fall plants line walkways or greet visitors at the Hazel Street gate, for example.

What has not been quite as noticeable are the safety improvements which crews have been working hurriedly to complete before the bad weather sets in. This has included road repair and resurfacing, the installation of additional lighting in parking areas and more drainage ditches to keep water and ice from forming on driving surfaces.

The Great River facility has also undergone several changes recently. Parking areas and roads have been resurfaced, and the flow of vehicles has been engineered with the new restriping of roadways.

To manage traffic flow at Bethpage, not only have roads been restriped, but a number of wire fences on the inside grounds of the 468-acre site have been removed.

Count your dependents

With the end of the year and tax time approaching, John Giunta, Grumman Corporation's director of taxes, has a timely tip for all: Do not claim more exemptions than you are legally entitled to.

When filing a W-4 Form (Employee's Withholding Allowance Certificate) an employee may claim a withholding exemption for himself, his spouse and each dependent. Additional withholding exemptions are available for blindness, for age 65 or older, excess itemized deductions, deductible alimony payments and any employee tax credits. It is important to remember that additional exemptions are *not* allowed for stock losses, business losses, tax shelters, rental losses and similar items.

Presently, all W-4's are filed with the employer. If the employer has reason to believe that the number of withholding exemptions claimed by an employee is greater than the number he is entitled to, the employer should advise the IRS. This policy may soon change because new proposed procedures call for a closer review by employers. Starting with W-4's filed on or after October 9, 1979 employers would be *required* to submit to the IRS copies of all questionable W-4's and all those claiming more than nine exemptions.

Therefore, all employees are urged to review the number of exemptions they are claiming and adjust if in error. Note that an employee filing a false W-4 is subject to a fine up to $500, up to one year's imprisonment, or both.

appointments

Among those who recently received changes in assignments were: CONFIGURATION/DATA MANAGEMENT DEPARTMENT - Catherine McGrath, assistant manager, Configuration/Data Management, Pl. 40; DEPARTMENT OPERATIONS - John Calandra, engineering manager, Forward Swept Wing Program, Pl. 5; Joseph Allison, project leader, E-2C Subsystems, Pl. 25; Walter Belt, project leader, E-2 Vehicle, Pl. 25; Anthony Guma, E-2C project leader, Systems Design, Pl. 25; Stuart Harvie, director, Technical Reviews Engineering Department, Pl. 35; Lowell Byars, project engineer, EF-111A Vehicle, Pl. 40; Salvatore Failla, project leader, Digital Engineering, Equipment Technology, EF-111A, Pl. 40; GREAT RIVER OPERATIONS - Robert Hoffer, group leader, Electronic Tool and Methods Engineering, Pl. 43.

obituaries

ERNEST SPENCE of Structural Test, Pl. 5, died October 29 at the age of 41. He has been with the company since 1963 and resided at 15 Sutherland Rd., Hicksville.

MARTHA LECCI of ILS Tech. Services, Pl. 1, died November 1 at the age of 55. She had been with the company since 1965 and resided at 134 Shelter Lane, Levittown.

THOMAS HALEK of Avionics Purchasing, Pl. 44, died November 2 at the age of 36. He had been with the company since 1966 and resided at 123 Bay Ave., Hampton Bay.

JOHN TOTTEN of Rec-Insp-Planning/Methods, Pl. 24, died November 5 at the age of 60. He had been with the company since 1952 and resided at 23 West 12 St., Huntington.

JOHN THOMAS CRAIG of Customer Supply Reqts. Mgt., Pl. 1, died November 6 at the age of 60. He had been with the company since 1966 and resided at 307 Ellery St., Brentwood.

JACK BEIDERMAN of ILS Reqt. Def., Pl. 35, died November 7 at the age of 66. He had been with the company since 1967 and resided at 2135 East 13 St., Brooklyn.

Time for a change?

Grummanites on Long Island who plan to change their company-paid health coverage should do so now. All applications for changes in coverage must be received by the Insurance Department (mail stop A10-28) by Friday, November 30. No applications will be honored after that date.

If you haven't received literature in the mail regarding health maintenance organizations (HMO's) please contact the Insurance Department immediately on Ext. 6292.

GRUMMAN plane news

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Plane News from outside line
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Money in guaranteed income fund to earn 9.53%

Money on deposit in the Guaranteed Income Fund of the Employee Investment Plan will earn interest at the rate of 9.53 percent in 1980. This rate is up from 9.25 percent for 1979.

This will be the third year that the Guaranteed Income Fund option has been available and each year the interest rate has been raised by the manager of the fund, the Aetna Life Insurance Company of Hartford.

The guaranteed interest rate to be earned in 1980 is determined by a computation which takes into account the funds previously invested and an estimate of the new money to be deposited during the coming year.

In 1978, employees' deposits totaled $43.4 million at a guaranteed rate of 9.05 percent; in 1979 it is estimated that an additional $18.4 million will be deposited by year's end, and the guaranteed rate for the total combined 1978 and 1979 monies ($61.8 million) is 9.25 percent.

For 1980, it is estimated that $12 million of new money will be deposited. Combined with the previously deposited $61.8 million, the total will now earn the guaranteed rate of 9.53 percent.

This new guaranteed rate is based on the new money to be invested in 1980 which will earn 10.25 percent, plus increased rates in 1980 for monies deposited in 1978 and 1979, as well as some additional interest from actual investment experience.

Current guaranteed minimum interest rates for the years 1981 through 1983 are pegged at 8.5 percent. New guaranteed minimums for this period, plus the following year, 1984, will be announced shortly.

Because interest rates in general have increased over the past two years, Aetna has been able to raise the guaranteed rate each year. However, as economic conditions change, this may not always be the case.

Interest rates vary substantially depending on the maturity of many of the investments. Aetna considers these factors in order to be able to guarantee an interest rate over an extended period of time. This would be impractical for most employees to do on an individual basis since the pooling of contributions into a fund allows for the diversification of investments while still permitting transfers to other funds within the plan and/or withdrawals.

In addition, the plan offers two other distinct advantages not available to individual investors:

1. Grumman adds to a participant's investments by contributing company stock to match contributions — up to four percent of the base salary. The exact matching contribution is determined quarterly.

2. Participants in the plan receive an income tax deferment on interest and capital gains until they actually receive cash payment.

The details of the program are described in the green-covered, 16-page booklet titled Employee Investment Plan. Copies are available from the nearest personnel office or from the Employee Investment Plan Office located in Plant 28.

YEAR	FUNDS INVESTED	PROJECTED 1980 RATES	ESTIMATED INTEREST
1978	$43,420,067	9.243%	$4,013,317
1979	18,470,195*	9.808	1,811,557
1980	6,064,166**	10.250	621,577
Total estimated experience interest in 1980			$6,446,451
Experience difference			23,848
Adjusted interest			6,470,299
a) Estimated average balance 1980 — $67,906,733			
b) Adjusted interest for 1980 — 6,470,299			
c) Guaranteed interest rate for 1980 — 9.53			

*Estimated to year end

**Estimated cash flow weighted for timing

New match set

The company's matching contribution to the Employee Investment Plan during the first quarter of 1980 will be 65 percent. In other words, for every dollar that an employee contributes to the plan, Grumman will add an additional 65 cents which will be used to purchase company stock. The matching contribution feature of the plan is applied only to contributions of up to four percent of an employee's base salary.

3rd quarter sales up

Grumman Corporation reported sales of $352 million for the third quarter of 1979, a 4% increase over the same period in 1978. Income from continuing operations was $5.7 million or $.60 per share, which was 21% above last year's third quarter figure.

For the nine month period, 1979 sales totalled $1.065 billion compared to $1.118 billion in 1978. Net income from continuing operations was $12.5 million or $1.40 per share compared with $17.9 million or $2.19 per share in 1978.

The increases in 1979 quarterly sales and income were due mainly to the delivery of one more E-2C Hawkeye aircraft than originally scheduled in the three month period.

The lower nine month sales figure was the result primarily of fewer F-14 fighter deliveries. While overall commercial sales increased, new programs in their start-up phases continued to be unprofitable. Increased interest expenses also contributed to the decrease in earnings.

The United Way

All Grumman communities benefit

Even in a year of record-beating inflation, Grummanites continue to share with their neighbors and help themselves by giving the United Way.

As PLANE NEWS went to press, partial returns showed that 17 more departments had reached 100 percent participation -- in addition to the 12 departments cited in the last issue.

Congratulations to: Product Training, Procurement Operations, Treasurer, Plant 14/26, Business Operations Managers, Corporate Systems and Procedures, Corporate Rates and Factors, Facilities Engineering; Planning, Controls, and Budgets; Opportunity Development, Product Development Center Planning Group, Engineering Managment and Staff, Calverton Engineering, Calverton Material, Commercial Flight, Operations Staff, Executive Staff.

Early results also indicate increased participation from Grumman's off-Long Island sites. Money collected in those campaigns goes to the United Way in their respective communities. Grummanites in Milledgeville, Georgia, help the Baldwin County Council on Aging, the Baldwin County Hospital, and local chapters of the Red Cross, the Salvation Army, and Big Brothers.

In Stuart, Florida, the United Way funds the Visiting Nurses Association, the Jensen Area Samaritan Ambulance and the Society for Crippled Children and Adults. In Houston, it's the Bay Area Committee on Drug Abuse, the Houston School for Deaf Children, and the Family Service Center.

"Your gift stays in the community where you live and work," says Rolf Larson, director of this year's campaign, "helping people you know and care about."

The final United Way prize drawings will be held on Friday, November 30. Winners will be announced in the next issue of PLANE NEWS -- including the name of the lucky Grummanite who drives off in the grand prize: a shiny, new 1980 Chevette.

Personals

On behalf of my family and myself I want to thank our many friends, co-workers and Employee Services for their sympathy and kindness during the recent loss of my mother. Robert Farrell and Family

I would like to express my gratitude to all my friends, co-workers and Employee Services for their expression of concern, kindness and prayers for my wife and me during our convalescence. Alf Helgeson

We wish to express our appreciation to our friends, co-workers and Employee Services for their kind expressions of sympathy following the recent loss of our mother. Arthur and Bruce Morgan

Overtime

The wrong time was reported for Bob Rennie's run in the recent marathon. Instead of the 3:45 time previously published, Bob finished 806th with a 2:59.

Point Mugu Ops

Ten years of s

Like the produce harvested year-round in the adjacent, fertile Pleasant Valley, Grumman has found that Point Mugu, California, possesses an ideal climate for growth.

A small group of Grummanites arrived at the Navy-operated Pacific Missile Test Center in 1969. Their mission: to insure that the then-new F-14 Tomcat weapons system met all the demonstration requirements. They not only succeeded, but, in the process, proved that Grumman Aerospace was a formidable addition to the Navy's test community at Point Mugu.

"This past decade has marked tremendous growth for the company at Point Mugu", states Charlie Brown, director of Point Mugu Operations. "In a short span of time, Point Mugu Operations has evolved from a one-customer, one-contract field site to a multi-customer, multi-contract, multi-functional West Coast operations center".

Brown attributes Grumman's expanded role at Point Mugu "in a large measure to the highly skilled professional Grumman Mugu team which has developed a reputation for thoroughness and timely response".

The team consists of 475 highly skilled Grumman men and women working together in disciplines such as engineering, manufacturing, logistics, personnel, resource planning and control; technical services, and program management.

In recent years, the U.S. Department of Defense has placed great emphasis on extensive testing and evaluations of new defense systems before a project is earmarked for full operational status.

This "fly before buy" concept has meant a bigger role for the people at the Naval Missile Center at Point Mugu in the development of new defense systems. Grumman engineers and technicians are right in the midst of the action.

"Grumman assists the Pacific Missile Test Center in preventing design mistakes from showing up in the finished product", says Dick Fischetto, manager of Engineering.

Development tool

An ongoing focal point for the development of new weapon systems in the Grumman-designed and built F-14 SITS (System Integration Test Stand). It is a replica of the F-14 forward module including the pilot and flight officer cockpits and instrument panels, and complete avionics weapons system.

Housed in a special lab overlooking the Pacific Missile Range, SITS interfaces with a sophisticated computer complex which provides computer control and data acquisition for simulation of F-14 missions without ever having to leave the ground.

When the huge steel doors of the SITS lab are opened, the SITS unit is rolled out on rails to overlook the Pacific Missile Range. It is then used to track "live" targets.

"We're able to check out the entire avionics package on the ground before going into the more costly test flight stage", Fischetto says. Today, SITS is "flying" about 16 hours a day; another unit is slated for installation in the near future.

Because of Grumman's proven expertise in simulated test stands, the company won a $1-million contract earlier this year to build a similar unit at Point Mugu for the Grumman/Navy EA-6B electronic countermeasure aircraft.

"However, SITS laboratories are only tools for development and tests. It is the people with their skills in weapon system design, tactical and support software design, and system and software integration that make SITS such a tremen-

It started with the Indians

Though the Chumash Indians called this land 50 miles northwest of Los Angeles, Mugu "place of landing," it has been more of a place of take-off for U.S. missile systems.

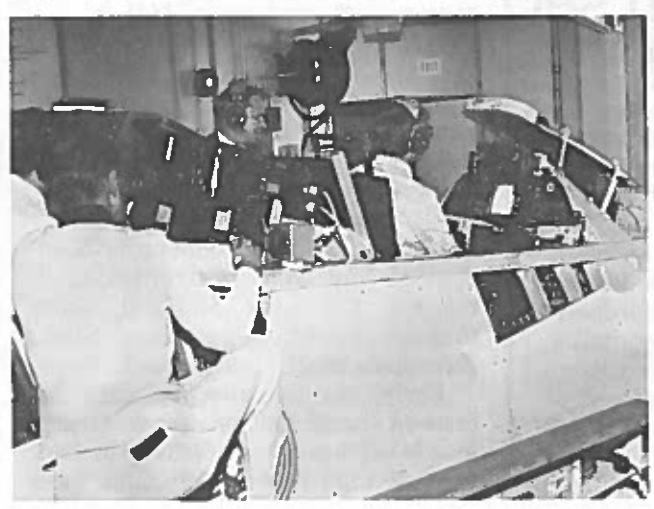
In 1946, Point Mugu fired its first guided missile, a U.S. copy of Nazi Germany's "buzz bomb." Located along California's scenic Pacific Coast Highway, Point Mugu is considered ideally located geographically for evaluating missiles and operating aircraft by remote control because of the vast expanse of the Pacific Ocean as a safety area for test operations.

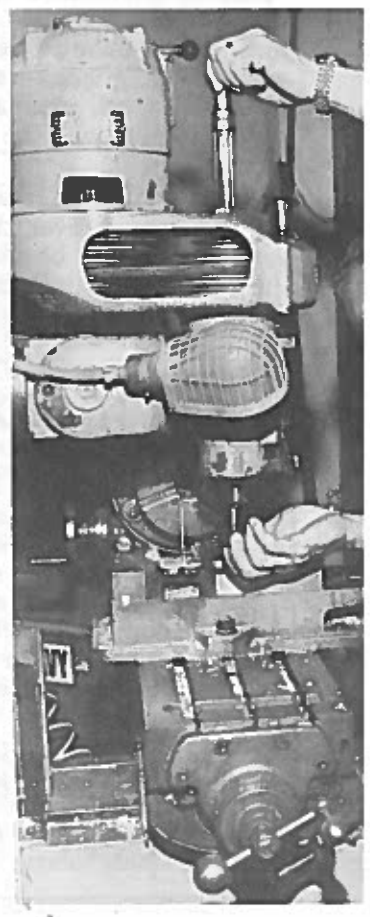
Today the 4,600 acre Point Mugu complex serves as headquarters for a number of commands.

The Pacific Missile Range ((PMR) is one of five major national ranges operated by the Department of Defense. The Navy is the executive agent at Point Mugu. Its extensive services are at the disposition of all military branches, other federal agencies and authorized industrial firms such as Grumman. This national range operates a far-flung network of facilities which provide range support for launching, tracking and data collecting in guided missiles, satellite and space vehicle programs.

The primary user of this range is the Naval Missile Center at Point Mugu. It is the Navy's principal facility for the testing and evaluation of air-launched missiles and other airborne weapon systems.

Point Mugu is also the home of the Navy Astronautics Group which operates and maintains Navy space and satellite systems; the Air Test and Evaluation Squadron Four (VX-4) which helps develop new weapon systems in an operational environment; and the Naval Air Station, a PMR component that maintains and operates the support facilities at Point Mugu and on the nearby San Nicholas and Santa Cruz Islands.





(Photos by Don Olson)

teady growth

dously useful tool," says George Newman, deputy director.

Also, SITS laboratories are not the only development and tests assets at Point Mugu. Vehicle and avionics flight test operations assure delivery of a quality weapon system. Verification of the integrated system performance is demonstrated by flying instrumented development aircraft over one of the best instrumented flight test ranges in the country. "A complete contingent of Grumman flight test people is on site to meet any challenge," states Gene Morrison, manager of Flight Test.

Other exploitations

While a large portion of Point Mugu Operations is concerned with weapon system support, other areas are also being exploited.

Several years ago, Point Mugu Operations entered into airframe and avionics modification field when it began updating fleet F-14 aircraft. To date, approximately 400 F-14 and other aircraft have undergone various major changes at Point Mugu. Their modification line still continues with the update and standard depot level maintenance (SDLM) of all the Navy's F-14 test aircraft.

'Tackling new ideas'

"Because of the various test missions these Tomcats are designed to carry out, each aircraft is unique," says Phil Tartas, manager of Product Modification and Test. "A flexible team like we have, capable of tackling new ideas and problems creatively, is essential to the success of the mod line". Approximately 200 Grummanites are involved in the on-going modification program.

In addition, a portion from Point Mugu's corps of expert technicians and mechanics is located at the Naval Air Station, Miramar, California. There it continues the long standing Point Mugu support involvement with the Pacific fleet's air arm.

"The Navy's satisfaction with our Point Mugu activities has in part been gained and maintained through quality engineering assurance and control programs," states Glen Miller, manager of Quality Operations, which embraces all areas of contract performance from design and fabrication through shipping and actual use.

Full spectrum

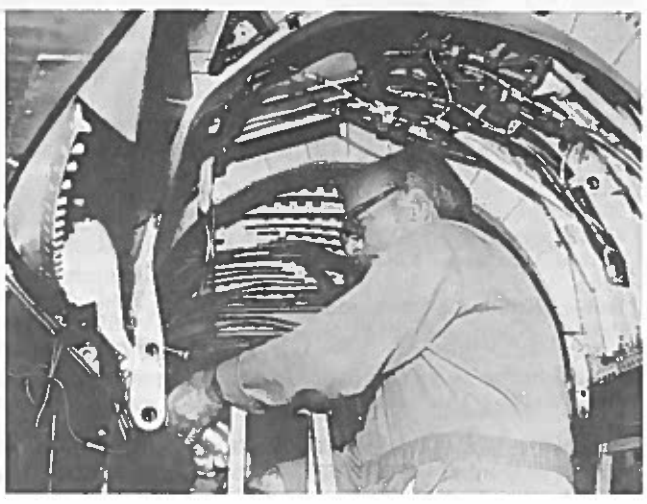
"The depth of knowledge and 'hands-on' experience required for the full spectrum of integrated logistics support and material management is also at Point Mugu," adds Sam Ammons, manager of Product Support/Material. Support at Point Mugu extends from maintenance engineering, support/test equipment development, and repair parts provisioning to inventory and repair control, warehousing and facilities engineering.

The Grumman team at Point Mugu is also involved with various feasibility studies, support systems for the test center community and contracts with other industrial contractors for the development of new advanced weapon systems.

Strong foundation

"A history of being able to accomplish all tasks on schedule and within budget has contributed to our success," concludes Brown.

From weapon system design and integration to supporting the neighborhood test community to the modification of test aircraft, members of the Point Mugu Operations team are bullish on the future. After all, they've got an outstanding 10-year track record to build upon.



SITS lab is a lifesaver

One of the most unpleasant places to take a cruise off the California shore is the Pacific Missile Range . . . during testing. Both Navy and Coast Guard personnel take extensive measures to insure that no civilians are in the range during tests.

But during a Grumman/Navy test earlier this year, a rookie sailor wandered into the restricted area — and maybe he was lucky he did.

Tests of a new television sight (TVS) unit for the F-14 were being conducted on the SITS lab during poor visibility conditions.

Before long, Grummanites in the lab noticed a boat directly south of the building about a mile or so offshore. Everyone assumed the boaters were fishing and unaware of being in a restricted area.

Grummanite Carl Eng asked systems analyst Greg Kramer who was in the F-14 SITS backseat to "lock onto" the fishing boat to check out the TVS optical boresight.

He did just that. There was a person waving in the boat; the boat's nose was dipping.

"It's a catamaran. It doesn't have a mast. He's in trouble."

Flight test engineer Marty Lachow immediately contacted range control and Pt. Mugu rescue. Meanwhile Eng passed on the boat problem information to the A-3 target aircraft and its pilot verified the boat's difficulties.

A Navy rescue helicopter was dispatched to the floundering sailor, while the Coast Guard sent a rescue craft to tow the foundering catamaran into the harbor.

During the rescue activities, the Grumman team got a bird's eye view of the action via the television sight system in the SITS lab.

service milestones

F. Paehr

J. Branigan

L. Dempsey

W. Zukoski

J. Giordano

40

Charles W. Piat, Land Gear Carrier Suitab/Arm. (40)

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John Kochner, Spotweld (2)
Edwin Reynolds Jr., Steel Parts Assy. (2)
Frank J. Leone, Bethpage Ops. M/S (2)
George R. Wurston, Convent. Machs. (3)
Lorraine H. Vogel, Management & Staff (5)
Edward G. Siebert, Corp. Systems (5)
Robert Edgerly, FTT Systems (7)

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Frank Jagiello, Sub-Assy. (1)
Richard H. Smith, Matl. Mgt. M/S (2)
Raymond Zeller, Mfg. Program Plnng. (2)
Robert J. Sousa, I.E. Flow Seg. Plnng. (3)
Joseph Sodal, Support (6)
Hugh Tonner, Flight Ops. (7)
Hobart VanNostrand, Structures Anal. (25)
Alfred J. Picone, Sys. Integ. (25)
Frank Wassung Jr., Mach. Parts/Raw Matl. (30)
John Anderson, Eng. Resources (35)
Rhodes Copithorn, Personnel Liaison (35)

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Franz Paehr, Q.C. Mgt/Admin. (1)
James Branigan, Optical Tooling (2)
Loretta Dempsey, Employee Serv. Center (2)
William Zukoski, Weight Optim & Tech. Devel. (5)
Herman Brumme Jr., Customer Reqts. (5)
Stanley G. Misiewicz, Indust. Eng. (7)
Joseph Giordano, Fac. Admin. (30)
Ralph W. Lehr, Electro-Mech. Lines (35)
Frank Koch, Aerophysics (35)
Roger Kendall, Eng. Resources (35)
Salvatore Diliberto Jr., ILS Verif. & ILS Support (43)
Lewis Gibson, Electro-Mech. Lines (53)
George Lindstrom, Structures (89)

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Bruce Catterson, Mass Prop. Analysis & Cntrl. (5)
Francis Benfield, Maint-Rearrangement (6)
Robert Moschinger, Elect. & Mech. ILS Support (6)
Michael Fucito Jr., Automat. Circuit Anal. ILS (6)
Frank Densieski, Avionics Dev. (7)
Nicholas S. Just Jr., Q.C. Lab. (10)
Charles Zinna, Trans-Equip. Maint. (20)
Ervin R. Grill, Radar (40)
Wallace R. Terrel, Mech. Detail & Finish (43)
Thomas Blenk, Mfg. Eng. (66)
Constance Knutson, Newport Beach (71)
Robert W. Zieran, Elec. Sub. Assy. (77)

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William L. Sloan, ILS Reqt. Def. (1)
Dawson S. Hunter, ILS Syst. Des. Eng. (1)
Charles A. Gruhn, ILS Digital Eng. (1)
John Favale, Cust. Supply Reqts. Mgt. (1)
John Mayoka, Vehicle Liaison Eng. (1)
Edward H. Wilenski, Insp-Electronics (1)
Walter S. Ordway, Ctr. Sect-Sub Assy. (2)
Ronald Kinkead, Fuselage Joining (2)
Richard W. Kane, Avionics Inst. (2)
Ellis Thompson, Stress Relieve & Hot Form (2)
Benjamin L. Jones, Prod. Superv. (2)
Thomas Smith, Stockrooms (2)
Edward Stange, Mfg. Factory Plnng. (2)
Louis R. Klein, Q.C. Mgt/Admin. (2)
Joseph Reese, Insp-Tooling (2)
Frank S. Scheibl, Mach. Oper-Tech Serv. (3)
Anthony B. Antonucci, Mach. Oper-Parts Ctl. (3)
Robert F. Shannon, Prod. Cntl-Parts Cntrl. (3)
Harley Nelsen Jr., Static Test (5)
Irving A. Coffill, Business Mgt. (5)
James C. Herzberg, ILS Log. Sys. Dev. (5)
Carl Kohler, ILS Training Sys. Eng. (5)
James H. Wernert, Structural Test (5)
John McAfee Jr., Aero Test (5)
Edward V. Ramirez, Computer Architecture (5)
William Willis, Cost Tech Dev. (5)
Charles G. Rut, Prod. Cntrl. (6)
Edward A. Ogle Jr., Manpower Budg. & Cost Stat. (6)
Shaler Gilman, Director Calv. Eng. & Staff (6)
Thomas Wagner, Meas. Standards (6)
James K. Ryan, Corp. Instr. Flight Data (7)
Armand Della Monica Jr., Eng. Mgr. (7)
Milton Jaraslow, Lab. Ops. Insp. (7)

Dorothy Grimes, Cust. Supply Reqts. Mgt. (30)
Clifford Oppegard, M/T Equip. Eng.
Henry V. Kennedy, East Coast Supplier Adm. (30)
Eleanor F. Quinn, Matl. Accounting (30)
Marianne Schiralli, Legal (30)
Alexander Kirillin, Training Sys. Programs (31)
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William T. Swensen, System & Cntrl. (35)
Paul Hookey, Dept. Ops. Mgt & Staff (35)
Joseph A. Dalessandro, A/C Sys. Serv. (35)
John S. Robb, Personnel Liaison (35)
Richard Sanzeri, Mfg. Program Mgt. (40)
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Ronald Ruotolo, ILS RF/Cntrls. (40)
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Byron F. Lane, Elect. Countermeasure (40)
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Edgar Blackmond, Elect. Wire Prep. (44)
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Robert W. Mottl, Flight Test (88)

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Benjamin Plawski, ILS Tech. Writing (15)
Steven Haras, Warehouses (17)
Wilfred T. Crispin, ILS Supply Ops. Proj. Mgt. (17)
Charles Stahley, Mfg. Proposal Mgmt. (25)
George Herrel Jr., Structural Design (25)
Fred K. Holzapfel, Reliability (25)
Stanford J. Axel, Reliability (25)
Leonard Kenger, Reliability (25)
William Doyle, Safety & Maintainability (25)
Richard L. Makemson, Weight Optim & Tech. Devel. (25)
Arthur Johnson, Antennas & Radomes (25)
Robert Kohlhoff, Operations (25)
Patrick Wiley, Advanced Space Systems (25)
Jack Schultz, Prog. Mgt. Space (25)
Ann Mollico, Configuration Data Mgmt. (25)
John Monahan, Purch. Mgmt & Staff (30)
Walter J. Dunne, Gen. Commodities (30)

R. Lehr

F. Koch

R. Kendall

A. Mancuso

calendar

Aikido Club: every Mon. and Wed., 5 p.m., Pl. 35 caf.; for sport and self-defense; L.I. Aikido Federation; Grumman employees welcome. B. Bauman, Ext. 2910/M. Stock, Ext. 7186

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 15, conference room C; closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. C. Robb, Ext. 117-6526

Coin Club: Wed., Dec. 12, Pl. 25 vendor conference rooms, 12:05 p.m., Grumman employees welcome. K. Hale, Ext. 3717

Coin Club: (Calverton) every Fri., 1st noon lunch, Pl. 6, conference room; Grumman employees welcome. W. Kondratowicz, Ext. 117-6680

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 caf.; beginners and experienced fencers; instruction and competition. Grumman employees welcome. P. Chaldaris, Ext. 4331

Folk Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instruction available; lunchtime, receiving area, Pl. 6; all Grumman employees welcome. E. Urcivoli, Ext. 117-6688

Grumman Family Campers: Sun., Dec. 2, Pl. 43, 5 p.m.; monthly meeting and Christmas party. New members welcome. F. Giacini, Ext. 115-6137

Grumman Ski Club: Wed., Dec. 5 and Wed., Dec. 19, Barclay House, Hicksville, 8:30 p.m.; snow skiing. Guests welcome. A. Garmendia, Ext. 7819

Model Railroad Society: every Wed., 5:30-9:30 p.m.; Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; all Grumman employees welcome. R. Muntz, Ext. 115-6044

Varsity bowling trials

entry form

Name .....

Perm. No. ..... Mail Stop ..... Ext. .....

Qualifying Averages

Men (175)
Dec 3-10 inclusive

Woman (125)
Dec 3-10 inclusive

Average	League	Lanes
.....		
.....		
.....		

Mail to GAA, A-01, by Dec. 17

Up your alley?

If you've really got your bowling game rolling and think you can assist Grumman in the 1980 Long Island Industrial championships, read on.

Trials for the men's and women's varsity bowling team get underway early next year. All keglers vying for a slot on the varsity must fill in the accompanying entry blank to be eligible.

Here are the rules for the men's varsity trials:

To be eligible, a contestant must have compiled a minimum average of 175 for at least 24 games in an ABC league.

If a bowler competes in more than one league, his combined average must be no less than 175.

Season averages for roll-off entry must be computed as of the week of December 3-10.

Application blanks should be filled out completely and mailed to the GAA office, A-01.

Entry deadline is Monday, December 17.

Entry qualifications for the women's trials are the same as the men's with two exceptions: the entering or combined average is 125, and the league should be WIBC-sanctioned.

Roll-off action for the men will begin on Saturday, January 12 and continue each Saturday through February 9 at the Mid Isle Lanes in Hempstead at 5 p.m. The men will roll a total of 30 games. Field is cut to 12 men on January 26.

At the Syosset Lanes, candidates for the women's varsity will bowl a total of eight games, four each on Saturday, February 2 and 9 at 6 p.m.

If you have any questions about the varsity trials, contact the GAA office, Ext. 2133 or 2269.

1979 GAA softball champs

Spinners Team. *(L to R) Front Row. Joe Ferraiolo, Scott Wills, Ducky Alston and Chet Wilenski. Back Row. Bob Zambito, John Groh, Richie Buck and Charlie Cushman (Not available for photo: Danny Meder, George Wurston, Lenny Fries and Artie Bartholomew)*

Jets Team. *(L to R) Front Row. Mickey Rowley, Jerry Krassner, Mike Gabriel, Al Grillo, Wayne Wright, Joe Vosffski and Ron Knight. Back Row. George Wright, Lou Pizzo, Ed Gabriel, Marty Martinez, Bill Ostrosky, Barry Kasin, Jim Schwab and Bob Metz*

Calverton Nite Team. *(L to R) Front Row. Chuck Dolce, Robert DeBatt, Gene Lesserson, Art Baldwin and Bruce Maynard. Back Row. Bob Collins, Bruce Clayton, Lenny Mager, John Lewis, Bill Lyons, Mike Pirhala, Carl Platti and Bob Reilly. (Not available for photo: Pete Guido, Ron Brown, Frank Jerano, Don Enlund, John Morrow, Ken Ewring and Bob OverDoff)*

Plant 7 Team. *(L to R) Front Row. Tommy Block, Ray Rodriguez, Dick Orr, John Bergeman, Al Russo and Charlie Caua. Back Row. Doug Halsey, John Auzins, Dan Dinkel, Jack Strong, Joe Rivera, Ed Hawrey, Brian Mannix, Pete Muzzonigro and Tony Dorage. (Not available for photo: Joe Barszczewski, Pete Howell, Terry Howell, Art Donato, Steve Gajdjis, Bob Kliphon, Fred Avril, Dave MacIntosh, George Daly and Walt Miles)*

1980 destinations: Vegas, Spain/Portugal, Hawaii

Las Vegas in April. Spain and Portugal in May. Hawaii in late summer. Though it is still drawing up its 1980 trip agenda, GAA has already finalized these vacation packages. All Grumman employees, retirees and families are invited to take advantage of these economical excursions:

Las Vegas: April 25 through 28. Cost: $369 per person, based on double occupany per room. Included in the package: round-trip chartered United Airlines jet; food and beverage service aloft with open bar; airport transfers; deluxe accommodations at the MGM Grand Hotel; all taxes and service charges; free fun certificate including three breakfasts, $8 in nickels, $60 in slot tokens, nine Keno tickets, $30 in blackjack, craps and Big 6, free souvenir and horoscope at the Silverbird Casino. Optional sightseeing package is available. Sign-up in the Plant 28 auditorium on January 21 at 5:30 p.m. A $100 payment per person (payable to Travel Committee Inc.) is due at this time.

Spain and Portugal. May 16 through 31. Cost: $1,199 per person based on double occupancy per room. Included in this package are: round-trip jet transportation via Iberia Airlines (food/beverage service inflight); transfers to/from airports and hotels; three nights at the Convencion Hotel in Madrid (continental breakfast included); ½ day sightseeing tour of Madrid; air transportation from Madrid to Malaga; four nights at the Deluxe Atelaya Park Hotel in Marbella (continental breakfast and full course dinner daily); two nights at the Inglaterra Hotel in Seville; three nights at the Dona Filipa in the Argarve, Portugal; continental breakfast and full course dinner daily in Seville and the Argarve; two nights at the Penta Hotel in Lisbon (continental breakfast daily); half day sightseeing tour of Seville and Lisbon; all transfers by air-conditioned bus; all taxes and services; all porterage; tour completely escorted. Registration will be held on Manday, January 28, in the Plant 28 auditorium at 5:30 p.m. A $100 check payable to Travel Committee Inc. is due at this time.

Hawaii. August 26 through September 10. Cost: $999 per person based on double occupancy per room; $926 per person for triple occupancy; and $1,441 for single occupancy. Included are: roundtrip airfare between New York, Honolulu, Maui, Kona and Hilo, via chartered United Airlines' Special Royal Hawaiian Service; personal lei greetings upon arrival; all ground transfers and sightseeing excursions via bus; seven nights at Hyatt Regency in Honolulu; four nights at Hyatt Regency in Maui; two nights in Kona at the Hilton; and one night at Hilo-Sheridan; half day sightseeing tour of Waikiki; all interisland flights; optional sightseeing programs available. Sign up for this Pacific getaway on February 11 in the Plant 28 auditorium at 5:30 p.m. A check payable to Travel Committee Inc. for $100 per person is required at that time.

If you have questions about any vacation package, call Ellen Drasser in the GAA office, Ext. 2133 or 2269.

Let it snow, let it snow

It's not too early to think snow. GAA already has two ski trips planned for the winter of 1980.

A trip to Whiteface Mountain, Lake Placid, NY, is slated for January 11, 12, and 13, and a weekend at Gore Mountain, Lake George, NY, is scheduled for February 8, 9, and 10.

Both packages include bus transportation, two nights hotel accommodations, breakfast and dinner on Saturday and Sunday, four hours of ski instruction, and many extras.

Price tag for the Lake Placid trip is $124.75 for double occupancy, $112.75 for triple, and $109.75 for quadruple. Lake George prices, respectively, are $119.75, $114.75, and $109.75. (If you have your own equipment, it's $10 less.)

For more information, call the GAA office on Ext. 2133 or 2269.

Computer problems? Call Irvin Tish

Do you own a home computer that acts crazy when you feed it a new program? The members of the newly formed Grumman Computer Club might be just the people you'd like to talk with.

Members swap computer programs, trade hardware problems and remedies, and discuss new innovations in the personal computer field.

The club meets every other Wednesday in the Plant 25 conference room at 5 p.m. The next meetings will be held on November 28 and December 12. If you'd like to find out more about the Computer Club, call Irvin Tish, Ext. 4783.

Perfecto. *Herman Heissenbuttel (L) of GAA Thursday Night League recently bowled a perfect game of 300 at the Centereach Lanes. A 174 average bowler, he had a 697 series for the night. Meanwhile Jerry Kelly of the Masters league registered a career high 705 three game series. He's normally a 181 average kegler.*

N.Y. Arrows tix

GAA has gotten its hands on a bunch of discount tickets for the following N.Y. Arrows indoor soccer games at the Nassau Coliseum: December 14, Houston Summit; January 4, Philadelphia Fever; February 6, Buffalo Stallions; and March 7, Pittsburgh Spirit. All games start at 8:05 p.m.; tickets are $3.50 each. For further details, contact the GAA office, Ext. 2269.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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